

VTrans Group TAM Plan, 2018

Vermont Agency of Transportation (VTrans) Group Plan (FY19)

Policy, Planning, and Multimodal Development

Public Transit Section

10/1/18 (updates)

1/25/21 (updates)

1/12/2022 (updates)



Accountable Executive

VTrans Public Transit Program Manager

Ross MacDoland,

802-522-7120, Ross.MacDonald@vermont.gov

Signature: _____
DocuSigned by:
Ross MacDonald
3C633322P2F38111...

Date: 1/13/2022

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INTRODUCTION:

This TAM Plan is a Group Plan written and managed by the Vermont Agency of Transportation (VTrans), Public Transit Section. The TAM Plan provides vehicle, facility and equipment management planning, assigns responsible positions for good stewardship and a state of good repair capital investments in public transit, and a way to measure our progress over time. This plan covers 6 of the 7 rural transit subgrantees in Vermont. See attachment A for list.

Per the instructions of the FTA, Region 1 Office, this TAM Group Plan will cover not only the rural providers in the State of Vermont but will also include both the New Hampshire and Vermont needs and conditions of Advance Transit, a bi-state provider. It does not include Green Mountain Transit, who is the service provider for both the only small urban system in the state as well as one of the largest rural areas. GMT has elected to write its own TAMP. While this TAM does not reflect the financial needs of GMT, any additional financial reporting is for all rural providers in the state as well as additional urban needs for GMT. See Attachment 1 for the list of providers reported by this TAM Plan. This plan is required to be updated every four years. The next update is due 10/1/2022, however, minor amendments will be noted each year and incorporated into the next full update.

VTrans Group Plan Goal:

The goal of VTrans is to have a safe and marketable fleet that meets the varying mobility needs that can be met by transit. (9/30/18 BD) While facilities are a key component in keeping fleets marketable, the first priority remains rolling stock.

Tam and SoGR policy:

The primary mission of the VTrans Asset Management Process is to meet the required customer service level. VTrans asset management practices will focus on a 'preservation first' principle rather than 'worst first'. This will be implemented through regular preventive maintenance activities and planned rehabilitation where appropriate. VTrans will utilize asset management principles to effectively manage both the physical and financial condition of its assets.

For more information on VTrans Vision, Mission and Goals, see

<https://vtrans.vermont.gov/about/mission-and-vision>

Background:

(see <https://www.transit.dot.gov/TAM> for further and up to date information)

The National Transit Asset Management System Final Rule (49 U.S.C. 625) requires that all agencies that receive federal financial assistance under 49 U.S.C. Chapter 53 and own, operate, or manage capital assets used in the provision of public transportation create a TAM plan. Agencies are required to fulfill this requirement through an individual or group plan. Group plans are designed to collect TAM information about groups (typically smaller subrecipients of 5311 or 5310 grant programs) that do not have a direct financial relationship with FTA. As the

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Designated Recipient for FTA funds in Vermont, VTrans has determined to meet its responsibility by creating a Group Plan to reduce the burden on individual rural transit agencies, create consistent maintenance and capital plans, and to properly project needs for the future. This plan will be presented to the participants each year for comment.

There are two types of providers, Tier I and Tier II:

Tier I	Tier II
Operates rail	Subrecipient of 5311 funds
OR	OR
≥ 101 vehicles across all fixed route modes	American Indian Tribe
OR	OR
≥ 101 vehicles in one non-fixed route mode	≤ 100 vehicles across all fixed route modes
	OR
	≤ 100 vehicles in one non-fixed route mode

Figure 1: Defining Tier I and Tier II Providers

(All subrecipients in this VTrans Group Plan fall under Tier II. GMT has chosen to write a Plan for both it's 5307 and 5311 operations.)

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Required TAMP elements:

Group plans require four of the required TAMP elements.

Element	Sponsor	Participant
Overarching	<ul style="list-style-type: none"> Write plan 	<ul style="list-style-type: none"> Support plan Accountable Executive approves plan
1. Asset Inventory	<ul style="list-style-type: none"> Coordinate consolidation Develop/modify database or software Define data collection elements and formats 	<ul style="list-style-type: none"> Collect asset data Submit data in format required on schedule
2. Condition Assessment*	<ul style="list-style-type: none"> Define data collection methodology and schedule Manage data (i.e. database/software) Submit data to NTD** 	<ul style="list-style-type: none"> Support/conduct condition assessment Submit data to sponsor in format required on schedule
3. Decision Support Tools	<ul style="list-style-type: none"> Share guiding policies including weighting or ranking priorities Develop tools Analyze and interpret data 	<ul style="list-style-type: none"> Communicate goals and needs Provide information to support tool
4. Investment Prioritization	<ul style="list-style-type: none"> Gather additional data Prioritize projects (iterative step) Generate ranked list of projects 	<ul style="list-style-type: none"> Share info on all funding sources with sponsor Share existing Capital Investment Plans Coordinate with sponsor

In the case of VTrans, many of these elements are handled by VTrans due to the small size of the subrecipients. The majority of funding for the subrecipients, including 80-85% of federal funding and 5-10% of state funding, is made available by VTrans through their budget process. VTrans confers with subrecipients concerning their need for capital investment as well as accepts requests for same in the annual competitive grant process. Vermont Agency of Transportation makes extensive use of its ability to flex FHWA funds into the FTA transit program to keep its fleet in a state of good repair. VTrans has chosen exercise its right to adjust its ULB (useful life benchmark) from the default ULB recently published (see Attachment 4) to the traditional Altoona test amounts that the FTA has traditionally used.

As required, VTrans set its original goal on December 1, 2017 after discussions about the TAM Plan at VPTA meetings. That goal was set as 50% of vehicles to have at least 50% of their useful life remaining. Upon further analysis, that goal was determined to be a less effective approach due to the lack of condition as a factor. The goal was changed to 'No more than 20% of vehicles beyond their useful life in less than good condition' for the 2018 VTrans Transit Asset Management Plan upon consultation with the TAM Section of VTrans. As of October 31, 2021 our rate is 23% in that category. VTrans has no 5310 only subrecipients. Each Accountable Executive approved and signed off on _____.

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ASSET CATEGORIES, PERFORMANCE MEASURES AND TARGETS:

Asset Category	Performance Measure	Target
Rolling Stock <i>All revenue vehicles</i>	Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	No more than 20% of vehicles beyond their useful life and in less than good condition.
Equipment <i>Non-revenue vehicles</i>	Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	No more than 20% of equipment beyond its useful life and in less than good condition.
Facilities <i>All buildings or structures</i>	Condition - % of facilities with a condition rating below 3.0 on a the FTA Transit Economic Requirements Model (TERM) Scale	No more than 20% of facilities beyond their useful life and in less than good condition.

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VTrans Public Transit Group Plan 2018	
GOALS	OBJECTIVES
No more than 20% of all transit vehicles over their established useful life in less than good (<4) condition (TERM)	Subgrantees will be required to submit their full vehicle list with TERM conditions every year. This will coincide with the NTD reporting period ending June 30.
	A sample inspection of maintenance records and on-site inspection of vehicles by VTrans or their representatives will take place at least every three years.
No more than 33% of vehicle fleet over their useful life (Altoona standards)	
	This will be queried every year during the NTD reporting period.
Facilities will be rehabbed at 50% of their useful life	Facilities will be inspected no less than every three years.
	A management plan for each facility will include built in update and replacement schedules. A copy will be kept both at the facility and at VTrans Public Trans offices.
No more than 25% of facilities over 50% of their useful life without a major rehabilitation	Build a rehabilitation budget into financial planning
	Each facility will need a documented Cost Estimate prior to any PE or Construction funding is issued.
Equipment over the minimum financial threshold will be maintained to manufacturers standards	A sample of equipment maintenance records will be inspected at a minimum of every three years
	Equipment maintenance records will be reviewed by VTrans before funding is granted for replacement

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Roles and Responsibilities:

This TAM Plan provides vehicle, facility and equipment management planning, assigns responsible positions for good stewardship of FTA funded capital, and a way to measure our progress over time. This plan covers 6 of the 7 transit subgrantees in Vermont. See attachment A for list. The small urban provider, Green Mountain Transit (GMT) is not included nor is their rural division as GMT has created a TAM Plan to cover both the small urban and rural divisions. Per FTA instructions, Advance Transit (AT) is included for both their Vermont and New Hampshire needs.

With oversight from the Vermont Legislature, the Vermont Agency of Transportation (VTrans) is responsible for planning, development, implementation, and maintenance of a variety of transportation infrastructure including, but not limited to, roads, bridges, state-owned railroads, airports, park and ride facilities, bicycle facilities, pedestrian paths, public transportation facilities and services, and Department of Motor Vehicles operations and motor carrier enforcement. VTrans serves the entire population of the State of Vermont.

VTrans has more than 1,300 employees organized in three divisions: Policy, Planning and Intermodal Development; Finance and Administration; and Highway. The Department of Motor Vehicles is also housed within the Agency of Transportation; it has a main office in Montpelier and ten satellite offices statewide.

VTrans interacts with all State agencies and agencies within the United States Department of Transportation, as well as other federal agencies, numerous regional and state governments and international jurisdictions and cross-border organizations, local governments, transit agencies, airports, railroads, and the other private and non-profit entities engaged in transportation-related activities. (<https://vtrans.vermont.gov/sites/aot/files/VTrans-Infographic-Feb16%5B1%5D.pdf>)

The Division of Policy, Planning and Intermodal Development (PPAID), under which the Public Transit Section lies, oversees major non-highway transportation modes including state-owned rail lines, nine state-owned airports, and public transit providers. In addition to providing statewide planning and policy support, the division works with Vermont's eleven Regional Planning Commissions and, in the Burlington region, the Metropolitan Planning Organization to develop regional transportation plans and generate input on prioritizing transportation projects in the regions. The division's work is also supported by public input from the Rail Advisory Council, Aviation Advisory Council, and the Public Transit Advisory Council. PPAID also is the lead on research, mapping, development review, and public outreach. VTrans will be reporting to the NTD for the purposes of the TAM, however, New Hampshire will handle the traditional reporting required for NH AT vehicles outside of the TAM reporting. This may need to be adjusted once we see how this works. VTrans will continue its role of monitoring and enforcing the need for maintenance of federal and state assets. VTrans has maintained an asset

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inventory in a variety of forms for over 20 years and requires the subrecipients to provide updates 2x/year.

Department/Individual	Role (Title and/or Description)	Subrecipient
Public Transit Section, Ross MacDonald	Public Transit Program Manager	all
Daniel Currier	Public Transit Coordinator II	MVRTD, GMCN
Tim Bradshaw	Public Transit Coordinator III	RCT, AT, SEVT
Stephanie Reilly	Public Transit Coordinator II	TVT
Karen Smith	Public Transit Financial Administrator III	All for financial aspects

Asset Inventory:

(10/31/21)

Asset Category	Total Number	Avg Age	Avg Value
Equipment	At Subrecipients	-	-
Facilities	8		
Rolling Stock	248	5 years	\$129,311

See Attachment 2 for file

Asset Condition Summary:

(10/31/21)

Asset Category	Count	Avg Age	Avg TERM Condition	Avg Value	% At or Past ULB based on year or mileage
Equipment	0	-	N/A	-	-
Facilities	8	-	Good-	unknown-	All within useful life-
Rolling Stock	248	5 years	Adequate & 1/2	\$129,311	39%

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Management Approach:**Decision Support –**

Process/Tool	Brief Description
We are currently using the federal TERM conditions	VTrans does not have specialized asset inventory software. Assets are listed in an Access Database and a query is done every 6 months, December 31 and June 30. Assets files are updated as needed and as they are purchased or disposed of.
See Attachment 4 for TERM Conditions	
ULB determination	No subrecipient meets the FTA ULB fleet definition, i.e. vehicles purchased together of the same make, model and year. The entire fleet will be reported as one fleet using the FTA TERM assessment.

Investment Prioritization:

VTrans priority is set by a combination of factors. The first is a focus on age and condition as we aim to keep safe vehicles on the road. The second is to meet our goal of no more than 20% of vehicles past their useful life in less than good condition. As of October 31, 2021, that is 23% rather than 20%. Adequate funding is available to replace those vehicles. In addition to that factor, we consider the maintenance activity of each transit provider, the purpose of the vehicle, i.e. serving commuters to work, providing access to medical care for the elderly, the success of each type of service in individual areas determine by the yearly Performance measurements, and the desire for economic investment by the management and politicians as well as good customer service. This is all mitigated by the availability of funds and the goals of the Governor and VTrans management as well as the goals in statute. At this point, VTrans does not intend to set separate targets by class and will attempt to meet the goal across all classes. VTrans will review each year to determine if this needs to be changed.

Risk Management:

Risk	Mitigation Strategy
Decreased Access of federal FTA funds	in general this would require a re-working of available service delivery, use of more volunteers and potential development of other resources.

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Decreased Access of federal FHWA funds	Vermont provides an extensive amount of capital funds flexed from the FHWA. Without these funds, service would need to be cut back extensively.
Decreased Access to Medicaid funds	Vermont provides public transit jointly with service for medicaid reimbursed trips. This allows service provisions in every region and town in the state. If Medicaid service was contracted to an unrelated entity would likely separate the delivery of service to a large extent, removing the economies of scale currently enjoyed, creating greater costs overall for each funding agency particularly for those needing ADA access.
Poor Maintenance of assets	This will lead to less safe delivery of service, increased need for investment and a lack of protection of Federal, State and Local assets.
Natural Disasters	Vermont has experienced a number of natural disasters, some leading to loss of assets, i.e. Hurricane Irene and flooded buses. As part of the developing safety plans, agencies will be required to have an alternative location to store vehicles should advanced warning be available. In addition VTrans keeps a list of emergency access #'s to provide emergency services after and during such events.

Maintenance Strategy:

All vehicles and equipment must be maintained at a minimum according to manufacturer's maintenance plans. All facilities must be maintained according to the Maintenance Plan set by original facility developer. For unplanned maintenance needs, Vtrans works closely with each transit agency to understand the need for service, adequate maintenance and full warranty access.

Overhaul Strategy:

Asset Category/Class	Overhaul Strategy
rolling stock	overhaul of rolling stock is considered mostly for the 30' and over buses at mid-life. Due to the harsh conditions in Vermont, this is not always a good return on investment particularly considering the improvements in technology and the cost of mid-life overhauls.
Equipment	As needed
Facilities	As determined by planning document which justifies ICE

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Disposal Strategy:

Asset Category/Class	Disposal Strategy
rolling stock	Vtrans follows a strict disposal process documented in Attachment 2 and referenced in the SMP
facilities	facilities are disposed of when they are no longer needed for transit purposes
equipment	equipment is usually disposed of by soliciting bids if remaining value is determined to exist.

Work Plans and Schedules:

Proposed Investments:

Project Year	Project Name	Asset/Asset Class	Cost	Priority
2016	Diesel-Hybrid Bus Acquisition	30ft Bus	\$5,000,000.00	Medium
SFY19/20	Electric Bus Acquisition, GMT urban, competitive grant with BED, 3-4 buses with or wo replacement batteries, city routes	35-50'bus	\$4,000,000.00	High
SFY20/21	Electric Bus Acquisition, GMT rural, competitive grant with GMP, 2 buses w or wo replacement batteries, Capital Shuttle	<30' bus	\$500,000.00	high
SFY19	Multiple bus acquisitions as defined by sub-grants	all classes of rolling stock	\$7,000,000.00	High
SFY 19	Rockingham bus storage	facility	\$750,000.00	Medium
SFY 19	Berlin bus garage rehab	facility	\$2,000,000.00	Medium
SFY20	Multiple bus acquisitions as defined by sub-grants. The \$7,000,000 is in the proposed budget	all classes of rolling stock	\$7,000,000.00	High
SFY21	total need for rolling stock only (includes GMT) *based on current inventory only	all classes of rolling stock	\$11,720,000.00	Medium
SFY22	total need for rolling stock only (includes GMT) based on current inventory only	all classes of rolling stock	\$7,535,000.00	Medium

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SFY22	Bradford Bus and Admin Facility	facility	\$3,466,000.00	Medium
SFY23	total need for rolling stock only (includes GMT) based on current inventory only	all classes of rolling stock	\$5,525,000.00	Low
SFY23	Rutland Office Building	facility	\$2,000,000.00	Medium

Attachments

[Attachment 1 Group members of VTrans Group Plan, 12/1/17](#)



groupparticipantslist
NTD.pdf



2018 transit provider
description of service:



**State of Vermont Agency of Transportation
Policy, Planning and Multimodal Development
Public Transit Section**
1 National Life Drive
Montpelier, VT 05663-5001

June 1, 2018

Erik Chadwell
Validation Analyst,
National Transit Database

**Re: Vermont Agency of Transportation Asset Management Group Plan
Participants**

Dear Mr. Chadwell,

Attached please find the list of participants in the Vermont Agency of Transportation (AOT, VTrans) Asset Management Group Plan. Vermont uses a regional system and all participants are included with the exception of the only urban providers in the state, Green Mountain Transit (aka CCTA) and their rural agency. All other providers, Rural Community Transit (RCT); Advance Transit; Tri-Valley Transit (TVT with two divisions, ACTR-Addison County Transportation Resources and STSI-Stagecoach); Marble Valley Regional Transit District (MVRTD); Green Mountain Community Network (GMCN); and Southeast Vermont Transit (SEVT with two divisions, The MOOver and The Current). The attached list gives further information about these agencies.

Please let me know if you need further information.

Sincerely,

A handwritten signature in cursive script that reads "Barbara Donovan".

Barbara Donovan, Public Transit Program Manager
Vermont Agency of Transportation
1 National Life Dr.
Montpelier, VT 05633-5001
barbara.donovan@vermont.gov
1-802-828-2828

Transit Provider's Description of Service and Local Match SFY2018

(AT) – PNP

Advance Transit, Inc.

Billings Commercial Park
P.O. Box 1027
Wilder, VT 05088

Service area - towns of Hartford and Norwich, Vermont.
Service Type - Fixed Route.
Contact: Van Chesnut (802) 295-1824; van@advancetransit.com

Local Match Sources: State Funds, Municipal Contributions, Business Sponsors, Donations from Riders, Community Groups, Organizations and Foundations.

*for purposes of VTrans Group TAM Plan (Transit Asset Management), both NH and VT needs are included

**for purposes of NTD, each state will report their own vehicle and equipment needs. Facilities remain in Wilder, VT.

(GMCNI) – PNP,

Green Mountain Community Network, Inc.

215 Pleasant Street
Bennington, VT 05201

Service area – towns of Bennington, Manchester, Pownal, Woodford, Arlington and Shaftsbury.
Service Type - Deviated Fixed Route and Demand Response.
Contact: Terence White, 802-447 0477; twhite@greenmtncn.org

Local Match Sources: State Funds, Advertising, Suggested Donations, Local Services

(MVRTD) – Public – Regional Transit District

Marble Valley RTD

158 Spruce Street
Rutland, VT 05701

Service area - Rutland County except Pittsfield.
Service Type - Fixed Route, Deviated Fixed Route and Demand Response.
Contact: Ken Putnam; (802) 773-3244; ken@thebus.com.

Local Match Sources: State Funds, Advertising, Municipal Contributions. Business Sponsors, Fares, and Tourism Destinations (i.e. ski resort)

(RCT) - PNP

Rural Community Transportation

1677 Industrial Parkway
Lyndonville, Vermont 05851

Service area - Caledonia, Orleans and Orange Counties.
Service Type - Deviated Fixed Route and Demand Response.
Contact: Fred Saar; (802) 748-8170; fsaar@riderct.org

Local Match Sources: 56 Town Funding, State Funds

(SEVT) – PNP

Southeast Vermont Transit –

45 Mill Street
Wilmington, VT 05363

Current and Moover Divisions

Service area - Southern Windsor and Windham Counties, towns – Dover, Whitingham, Wilmington, Readsboro, Wardsboro, Marlboro and Brattleboro.

Service Type - Deviated Fixed Route, Demand Response, and Commuter.

Contact: Randall Schoonmaker; (802) 464-8487; randys@MOOver.com

Local Match Sources: State Operating Funds, Town Donations, Business Donations, Individual Donations, Advertising, School Donations, Snow Mountain Village, 8 local ski areas (Bears Crossing, Mount Snow, Mountaineer, Snow Tree, SunTec, Timber Creek, Greenspring, Kingswood).

TVT

Tri-Valley Transit as of 1/3/2022

Tri-Valley Transit
Administration & Addison Office
297 Creek Road
Middlebury, VT 05753
802-388-2287

Orange / N. Windsor Office
PO Box 356, 1 L Street
Randolph, VT 05060
802-728-3773

Service area - Addison and Orange Counties except Hancock and Granville; Burlington and Rutland.

Service Type - Deviated Fixed Route and Demand Response.

Contact: Jim Moulton; (802) 388-2287; jim@trivalleytransit.org.

Local Match Sources: State Funds, Municipal contributions, Business Sponsors, Fares, Donations from Riders, Tourism Destinations (i.e. ski resort), Special Services, Community Groups, Organizations, Foundations and Municipal contributions via GMT(Hinesburg).

***Green Mountain Transit both urban and rural is not included in this TAM Plan per instructions from the FTA. However, Vermont Agency of Transportation remains the Direct Recipient for all rural funding and includes responsibility for projection of GMT Rural and Urban needs for budgeting purposes.

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Attachment 2 Active Inventory, 10/31/21



Active Inventory end
2018.xlsx

ID	ITEM	Brand	Operator	Chemical Make	Chemical Model	Body Make	Body Model	Model Year	Manufacturing Year	Vehicle Type	Replacement or Expansion	Fluorescence YR	In Service Date	Fuel Type	Length - In	Total Seats	Total Wheel Chair Capacity	Provider/ Vehicle #	Component Make	Serial #	Expense Account #	Date Acquired	Disposition Action	Disposition Date	Approved in Grant	Replacement Grant #	Notes	Rating Stock	Equipment	Infrastructure	Fuel/Elec	Attachments	Total Cost	Fed Portion of Cost	State Portion of Cost	Local Portion of Cost	Term Condition	Term Value	Replacement Cost	Useful Life - (Miles)	Useful Life - (Years)	Replacement Year	MTD Vehicle Type	MTD Funding Source	MTD Ownership Type	MTD Make	MTD Model	Rate of Transfer	Original Owner	
669	168E4V1215F11040	SEVY	Wilmington	GMAC	Bus	Glauz	Titan	2005	2005	10 - Medium-size, light-duty buses, including "outaway" vehicles, 25' - 35'	Replacement	1F0E40F2HC1272	1/14/2005	Deisel	25	14		2	GA	164002	05G07402		1/14/2005	FALSE			Buses				1	\$74,591.00	\$59,472.80	\$7,459.10	\$7,459.10	Marginal	4	\$100,000.00	150000	-14002	5	1/14/2024	(CU) Cutaway	RAPF Rural Area Formula Program	(LRA) Leased or Borrowed from Related Parties by a Public Agency	MB DO-Motor Bus Directly Operated		358822		
1075	1F0F4F45GDC045231	SEVY	Rockingham	Ford	E450	Eborado	Aerotech	2016	2016	10 - Medium-size, light-duty buses, including "outaway" vehicles, 25' - 35'	Replacement	1F0F45S0X0432582	5/31/2016	Gas	25	16		1	449	256470	0R0605	1F0F0011-008	5/31/2016	FALSE			Buses				2	\$83,414.00	\$66,711.20	\$8,341.20	\$8,341.20	Good	4	\$100,000.00	150000	-34740	5	5/31/2024	(CU) Cutaway	RAPF Rural Area Formula Program	(LRA) Leased or Borrowed from Related Parties by a Public Agency	MB DO-Motor Bus Directly Operated		358164		
967	1F0F4F45GDB08260	SEVY	Rockingham	Ford	E450	Eborado	Aerotech	2014	2014	10 - Medium-size, light-duty buses, including "outaway" vehicles, 25' - 35'	Replacement	1F0F035504B242157	7/9/2015	Gas	22	14		4	511	206887	0R0343	1F040017-018	7/9/2015	FALSE			Buses				1	\$75,931.00	\$60,744.80	\$7,593.10	\$7,593.10	Good	4	\$100,000.00	100000	-6887	5	7/9/2020	(CU) Cutaway	OF-Other Federal Funds	(LRA) Leased or Borrowed from Related Parties by a Public Agency	MB DO-Motor Bus Directly Operated	CB-DO-Commuter Bus Directly Operated		35806	
966	1F0F4F451D392384	SEVY	Rockingham	Ford	E450	Eborado	Aerotech	2014	2014	10 - Medium-size, light-duty buses, including "outaway" vehicles, 25' - 35'	Replacement	1SW8TAFM67J28101	7/9/2015	Gas	22	14		2	510	162475	0R0343	1F040017-018	7/9/2015	FALSE			Buses				1	\$77,707.00	\$62,185.60	\$7,770.70	\$7,770.70	Good	4	\$100,000.00	100000	-12475	5	7/9/2020	(CU) Cutaway	OF-Other Federal Funds	(LRA) Leased or Borrowed from Related Parties by a Public Agency	MB DO-Motor Bus Directly Operated		35811		
1059	168B63R0F1284744	SEVY	Wilmington	GMAC	Express	Glauz	3500	2010	2010	10 - Medium-size, light-duty buses, including "outaway" vehicles, 25' - 35'	Expansion		12/17/2010	Deisel	22	14		2	618	136034	0R0605	1F080010-009	2/25/2016	FALSE			Buses				1	\$93,927.76	\$79,732.00	\$9,295.76	\$9,295.76	Good	4	\$100,000.00	150000	13964	5	12/17/2025	(CU) Cutaway	RAPF Rural Area Formula Program	(LRA) Leased or Borrowed from Related Parties by a Public Agency	MB DO-Motor Bus Directly Operated		35816		
1082	1F0F4F45GDC37884	SEVY	Rockingham	Ford	E450	Eborado	Aerotech	2016	2016	10 - Medium-size, light-duty buses, including "outaway" vehicles, 25' - 35'	Replacement	1F0F45S0X0432582	8/1/2016	Gas	20	14		2	74	130685	0R0605	1F040001-005	7/29/2016	FALSE		Transferred from GMCN to SEVY	Buses					1	\$68,725.89	\$54,980.71	\$6,872.59	\$6,872.59	Good	4	\$100,000.00	100000	19315	5	8/1/2021	(CU) Cutaway	EMSD-Enhanced Mobility of Senior & Individuals with Disabilities	(LRA) Leased or Borrowed from Related Parties by a Public Agency	MB DO-Motor Bus Directly Operated		358262	
963	1F0E3F57D810170	SEVY	Rockingham	Ford	E350	Eborado	National Aero Elite	2015	2014	10 - Medium-size, light-duty buses, including "outaway" vehicles, 25' - 35'	Replacement	177Y02E9Y116331	7/9/2015	Gas	20	8		2	512	126588	0R0343	1F04017-018	7/9/2015	FALSE			Buses				1	\$64,777.00	\$51,821.60	\$6,477.70	\$6,477.70	Good	4	\$100,000.00	100000	23412	5	7/9/2020	(CU) Cutaway	OF-Other Federal Funds	(LRA) Leased or Borrowed from Related Parties by a Public Agency	MB DO-Motor Bus Directly Operated		35810		
1076	1F0F4F45GDC049103	SEVY	Rockingham	Ford	E450	Eborado	National Aero Elite	2016	2016	10 - Medium-size, light-duty buses, including "outaway" vehicles, 25' - 35'	Expansion		6/15/2016	Gas	23	12		3	809	112516	0R0605	1F080048-002	6/8/2016	FALSE			Buses				2	\$75,682.00	\$60,545.60	\$7,568.20	\$7,568.20	Good	4	\$100,000.00	100000	17444	5	6/15/2021	(CU) Cutaway	EMSD-Enhanced Mobility of Senior & Individuals with Disabilities	(LRA) Leased or Borrowed from Related Parties by a Public Agency	MB DO-Motor Bus Directly Operated		35813		
1076	1F0F4F45GDC049105	SEVY	Rockingham	Ford	E450	Eborado	Aerotech	2016	2016	10 - Medium-size, light-duty buses, including "outaway" vehicles, 25' - 35'	Replacement	1F0445S380431751	5/31/2016	Gas	23	12		3	648	108147	0R0605	1F080011-008	5/31/2016	FALSE			Buses				2	\$76,834.00	\$61,467.20	\$7,683.40	\$7,683.40	Good	4	\$100,000.00	150000	41853	5	5/31/2021	(CU) Cutaway	RAPF Rural Area Formula Program	(LRA) Leased or Borrowed from Related Parties by a Public Agency	MB DO-Motor Bus Directly Operated		347176		
1079	1F0F4F45GDC049104	SEVY	Rockingham	Ford	E450	Eborado	National Aero Elite	2016	2016	10 - Medium-size, light-duty buses, including "outaway" vehicles, 25' - 35'	Replacement	1F0F035504B242159	6/15/2016	Gas	23	12		3	808	91125	0R0605	1F080048-002	6/8/2016	FALSE			Buses				2	\$75,682.00	\$60,545.60	\$7,568.20	\$7,568.20	Good	4	\$100,000.00	100000	18475	5	6/15/2021	(CU) Cutaway	EMSD-Enhanced Mobility of Senior & Individuals with Disabilities	(LRA) Leased or Borrowed from Related Parties by a Public Agency	MB DO-Motor Bus Directly Operated		35813		
3392	1F0F4F45DC027746	SEVY	Rockingham	Ford	E350	Eborado	Aerotech	2018	2018	10 - Medium-size, light-duty buses, including "outaway" vehicles, 25' - 35'	Replacement	1F0E035004D0956	6/27/2018	Gas	20	12		2	72	7394	0A1136	1F20502-062	6/27/2018	FALSE		Transferred from GMCN to SEVY on 12/2/20	Buses					1	\$72,278.46	\$57,822.76	\$7,227.85	\$7,227.85	Good	4	\$100,000.00	100000	76066	5	6/27/2023	(CU) Cutaway	EMSD-Enhanced Mobility of Senior & Individuals with Disabilities	(LRA) Leased or Borrowed from Related Parties by a Public Agency	MB DO-Motor Bus Directly Operated		358204	
1060	168G66B8F1212488	SEVY	Rockingham	Chevrolet	Express	Eborado	3500	2016	2015	10 - Medium-size, light-duty buses, including "outaway" vehicles, 25' - 35'	Expansion		2/25/2016	Deisel	25"	16		2	619	145441	0R0605	1F080010-009	2/25/2016	FALSE			Buses				1	\$100,000.00	\$82,190.40	\$10,273.80	\$10,273.80	Excellent	5	\$100,000.00	100000	4559	5	2/25/2021	(CU) Cutaway	RAPF Rural Area Formula Program	(LRA) Leased or Borrowed from Related Parties by a Public Agency	MB DO-Motor Bus Directly Operated		35875		
4161	1F0F4F45NDC011440	SEVY	Ford	E450	Champion	Challenger	Challenger	2022	2021	10 - Medium-size, light-duty buses, including "outaway" vehicles, 25' - 35'	Expansion		6/1/2021	Gas	24	14		2	79	930	0R1449	1F20501-066	5/24/2021	FALSE			Buses				2	\$96,533.00	\$76,500.00	\$11,033.00	\$9,000.00	Excellent	5	\$100,000.00	100000	149090	5	6/1/2026	(CU) Cutaway	OF-Other Federal Funds	(LRA) Leased or Borrowed from Related Parties by a Public Agency	MB DO-Motor Bus Directly Operated	DR-DO & CB-DO		352695	
4159	1F0F4F45NDC011438	SEVY	Ford	E450	Champion	Challenger	Challenger	2022	2021	10 - Medium-size, light-duty buses, including "outaway" vehicles, 25' - 35'	Expansion		6/1/2021	Gas	24	14		2	77	930	0R1449	1F20501-066	5/24/2021	FALSE			Buses				2	\$96,533.00	\$82,015.00	\$4,236.45	\$9,653.00	Excellent	5	\$100,000.00	100000	149090	5	6/1/2026	(CU) Cutaway	OF-Other Federal Funds	(LRA) Leased or Borrowed from Related Parties by a Public Agency	MB DO-Motor Bus Directly Operated	DR-DO & CB-DO		352695	
4163	1F0F4F45NDC011441	SEVY	Ford	E450	Champion	Challenger	Challenger	2022	2021	10 - Medium-size, light-duty buses, including "outaway" vehicles, 25' - 35'	Expansion		5/24/2021	Gas	24	14		2	730	930	0R1449	1F20501-066	5/24/2021	FALSE			Buses				2	\$96,533.00	\$76,500.00	\$11,033.00	\$9,000.00	Excellent	5	\$100,000.00	100000	149090	5	6/1/2026	(CU) Cutaway	OF-Other Federal Funds	(LRA) Leased or Borrowed from Related Parties by a Public Agency	MB DO-Motor Bus Directly Operated	DR-DO & CB-DO		352695	
4160	1F0F4F45NDC011439	SEVY	Ford	E450	Champion	Challenger	Challenger	2022	2021	10 - Medium-size, light-duty buses, including "outaway" vehicles, 25' - 35'	Replacement	1F0F4F45NDC011439	6/1/2021	Gas	24	14		2	78	930	0R1449	1F20501-066	5/24/2021	FALSE			Buses				2	\$96,533.00	\$77,226.40	\$9,653.20	\$9,653.20	Excellent	5	\$100,000.00	100000	149090	5	6/1/2026	(CU) Cutaway	EMSD-Enhanced Mobility of Senior & Individuals with Disabilities	(LRA) Leased or Borrowed from Related Parties by a Public Agency	MB DO-Motor Bus Directly Operated	DR-DO & CB-DO		352200	
912	1CTW08G9R880084	SEVY	Rockingham	Dodge	Caravan	Caravan	Caravan	2014	2014	12 - Mini vans and sedans	Expansion		11/1/2014	Gas	16	5		2	843	259240	0R0343	1F18043-002	7/9/2015	FALSE			Buses				1	\$44,938.00	\$35,950.40	\$4,493.80	\$4,493.80	Marginal	2	\$35,000.00	100000	-19240	4	11/1/2018	(MV) Minivan	(LRA) Leased or Borrowed from Related Parties by a Public Agency	MB DO-Motor Bus Directly Operated		35812			
1544	EDMGV040DC082227	SEVY	Rockingham	Dodge	Caravan	SUV	Caravan	2012	2012	12 - Mini vans and sedans	NA		1/5/2021	Gas	16	2		1	05	259240	Local Purchase	Local Purchase	1/5/2021	FALSE		sold from individual	Buses				0	\$2,500.00	\$0.00	\$2,500.00	\$0.00	Marginal	2	\$35,000.00	100000	-19240	4	1/5/2025	(MV) Minivan	MPA-Non-Federal public funds	(DO)PA Owned outright by a Public Agency	MB DO-Motor Bus Directly Operated		358289		
1027	1F25AB2CGH431133	SEVY	Wilmington	Subaru	Forester	SUV	Sedan	2016	2016	12 - Mini vans and sedans	Expansion		9/18/2015	Gas	16	4		0	1	108830	0R0605	1F080011-002	9/18/2015	FALSE			Buses				1	\$25,000.00	\$20,000.00	\$2,500.00	\$2,500.00	Good	4	\$35,000.00	100000	8850	4	9/18/2019	(AC) Automobile	RAPF Rural Area Formula Program	(LRA) Leased or Borrowed from Related Parties by a Public Agency	non-revenue	1284			
422	1G0XK3F8F472353	SEVY	Wilmington	GMAC	Truck	Service Truck	2500	2000	2000	12 - Mini vans and sedans	Expansion		10/31/2000	Gas	16	4		0	51	42772	n/a	n/a	10/31/2000	FALSE			Buses				1	\$24,380.00	\$19,504.00	\$0.00	\$0.00	Good	4	\$35,000.00	100000	17228	4	10/31/2004	(OR) Other	RAPF Rural Area Formula Program	(LRA) Leased or Borrowed from Related Parties by a Public Agency	non-revenue	1283			
1097	1F25AB2CGH430736	SEVY	Rockingham	Subaru	Forester	SUV	Sedan	2016	2016	12 - Mini vans and sedans	Expansion		10/8/2015	Gas	16	4		0	10	13059	0R0605	1F080011-008	10/8/2015	FALSE			Buses				1	\$25,000.00	\$20,000.00	\$2,500.00	\$2,500.00	Good	4	\$35,000.00	100000	8641	4	10/8/2019	(AC) Automobile	RAPF Rural Area Formula Program	(LRA) Leased or Borrowed from Related Parties by a Public Agency	non-revenue	1284			
4178	1F78F8M6MC0616	SEVY	Ford	F350	Ford	Pickup		2021	2021	12 - Mini vans and sedans	Expansion		4/13/2021	Gas	10	2		0	42	45	0R1449	22P75	4/13/2021	FALSE			Plow Truck	Buses				1	\$42,205.00	\$0.00	\$42,205.00	\$0.00	Excellent	5	\$35,000.00	100000	99951	4	4/13/2025	(OR) Other	MPA-Non-Federal public funds	(LRA) Leased or Borrowed from Related Parties by a Public Agency	non-revenue			
671	1G0DV0125740290	SEVY	Wilmington	GMAC	TCV042	Glauz	Titan	2007	2007	3 - Medium-size, medium-duty buses including "outaway" vehicles, 25' to 35'	Replacement	18A48C30V057172	11/13/2006	Deisel	37	34		2	07	220217	07G034	1F08004-006																												

ID	VIN	Brand	Operator	Chassis Make	Chassis Model	Body Make	Body Model	Model Year	Manufacturing Year	Vehicle Type	Replacement or Expansion	Replaces VIN	In Service Date	Fuel Type	Length	Level	Total Seats	Total Wheel Chair Capacity	Provider/Vehicle #	Collected Mileage	State Grant #	Expense Account #	Date Acquired	Disposition Action	Disposition Date	Approved in Grant	Replacement Grant #	Notes	Rating/Stock	Equipment	Infrastructure	Facilities	Attachments	Total Cost	Fed Portion of Cost	State Portion of Cost	Local Portion of Cost	Term Condition	Term Value	Replacement Cost	Useful Life - Miles	Post Use Mile	Useful Life - Year	Replacement Year	MTD Vehicle Type	MTD Funding Source	MTD Ownership Type	MTD Make	MTD Model	Date of Transfer	Original Owner		
94	NM053K2D1174295	MVRTD	MVRTD	Ford	Transit Connect	Ford		2013	2014	11 - Modified vans	Replacement	2D4HNS18A2R318140	7/1/2013	Gas	16		4	1	30	19547	GR0221	F785008-004	2/28/2014		FALSE		Other passenger vehicles				2	\$38,343.00	\$21,580.80	\$2,697.40	\$14,064.80	Marginal	2	\$30,000.00	100000	60453	4	7/1/2015	(VW) Van	LEAF	Leased or Borrowed from Related Parties by a Public Agency	DR DO-Demand Response Directly Operated	355592						
1421	2CTW08G0G0R380005	MVRTD	MVRTD	Dodge	Caravan	Dodge	Minivan	2014	2014	12 - Mini vans and sedans	Expansion		12/1/2014	Gas	16		5	2	46	145599	Local Purchase	From SEVT		10/30/2014		FALSE		Transfer and sale to MVRTD for remaining local interest of \$9,359.				2	\$936.00	\$0.00	\$0.00	\$936.00	Poor	1	\$35,000.00	100000	-4599	4	12/1/2018	(MV) Minivan	LEAF	Leased or Borrowed from Related Parties by a Public Agency	DR DO-Demand Response Directly Operated	352620					
904	2C4RDG5G1E8R048064	MVRTD	MVRTD	Dodge	Caravan	Dodge	Minivan	2014	2014	12 - Mini vans and sedans	Replacement	2D4HNS18A2R318140	2/5/2014	Gas	18		5	0	29	39039	GR0221	F785008-004	2/5/2014		FALSE							0	\$28,081.00	\$13,371.20	\$1,671.40	\$13,038.40	Marginal	2	\$35,000.00	100000	60961	4	2/5/2018	(MV) Minivan	LEAF	Leased or Borrowed from Related Parties by a Public Agency	DR DO-Demand Response Directly Operated	352921					
3517	5TD0Z8BHM05075565	MVRTD	MVRTD	Toyota	Highlander	XLE	8853	2023	2023	12 - Mini vans and sedans	Replacement	2C8GF684X54183794	12/14/2020	Gas			5	0	Staff Car	47	GR14E1	F7201603-064	12/14/2020		FALSE							2	\$40,387.00	\$32,309.60	\$4,038.70	\$4,038.70	Excellent	5	\$35,000.00	100000	99951	4	12/14/2020	(TV) Sports Utility Vehicle	LEAF	Leased or Borrowed from Related Parties by a Public Agency	non-revenue	28095					
3467	1S6GE771K3K093287	MVRTD	MVRTD	Gillig	G27E	Gillig	Low Floor	2019	2019	2 - Small, heavy-duty buses, 30'	Replacement	1S6GE629137077899	8/19/2019	Deisel	29		28	2	143	96235	GR1370	F7201901-074	7/3/2019		FALSE								2	\$357,465.80	\$21,027.40	\$42,054.80	Excellent	5	\$300,000.00	300000	313765	10	8/19/2019	(BU) Bus	LEAF	Leased or Borrowed from Related Parties by a Public Agency	MB DO-Motor Bus Directly Operated	387190					
3468	1S6GE771K3K093288	MVRTD	MVRTD	Gillig	G27E	Gillig	Low Floor	2019	2019	2 - Small, heavy-duty buses, 30'	Replacement	1S6GE629167107900	8/19/2019	Deisel	29		28	2	144	11612	GR1370	F7201901-074	7/8/2019		FALSE								2	\$357,465.80	\$21,027.40	\$42,054.80	Excellent	5	\$300,000.00	300000	318388	10	8/19/2019	(BU) Bus	LEAF	Leased or Borrowed from Related Parties by a Public Agency	MB DO-Motor Bus Directly Operated	387190					
975	1F0F4F58FDAC1463	GMCN	GMCN	Ford	E450	Eborado	Aerotech	2015	2015	10 - Medium-size, light-duty buses, including "outaway" vehicles, 25' - 35'	Expansion		3/31/2015	Gas	25		18	2	208	152782	GR0344	F7040017-004	3/31/2015		FALSE									2	\$73,457.00	\$58,705.00	\$7,345.70	\$7,345.70	Marginal	2	\$100,000.00	100000	-2782	5	3/31/2020	(CU) Cutaway	LEAF	Leased or Borrowed from Related Parties by a Public Agency	MB DO	353706			
161	1F0F4F58CDB18856	GMCN	GMCN	Ford	E450	Eborado	Aerotech	2012	2012	10 - Medium-size, light-duty buses, including "outaway" vehicles, 25' - 35'	Replacement	1F0F4F58CDB18856	12/17/2012	Gas	25		16	3	214	132647	GR0390	F7040017-002	12/17/2012		FALSE									1	\$60,155.00	\$48,124.00	\$6,015.50	\$6,015.50	Marginal	2	\$100,000.00	100000	17353	5	12/17/2017	(CU) Cutaway	LEAF	Leased or Borrowed from Related Parties by a Public Agency	MB DO	340516			
1241	1F0F4F58CDB18856	GMCN	GMCN	Ford	E450	Eborado	Aerotech	2017	2017	10 - Medium-size, light-duty buses, including "outaway" vehicles, 25' - 35'	Replacement	1F0F4F58CDB18856	4/3/2017	Gas	22		18	204	101287	GR0606	F7201603-062		3/29/2017		FALSE									2	\$73,808.29	\$58,204.20	\$7,275.53	\$7,275.53	Good	4	\$100,000.00	100000	48703	5	4/3/2021	(CU) Cutaway	LEAF	Leased or Borrowed from Related Parties by a Public Agency	MB DO-Motor Bus Directly Operated	358589			
3393	1F0F4F58CDB18856	GMCN	GMCN	Ford	E350	Eborado	Aerotech	2018	2018	10 - Medium-size, light-duty buses, including "outaway" vehicles, 25' - 35'	Replacement	1F0F4F58CDB18856	6/27/2018	Gas	20		12	2	208	76791	GR1136	F7201603-062	6/27/2018		FALSE										2	\$72,178.46	\$57,822.76	\$7,227.85	\$7,227.85	Good	4	\$100,000.00	100000	73209	5	6/27/2021	(CU) Cutaway	LEAF	Leased or Borrowed from Related Parties by a Public Agency	DR DO-Demand Response Directly Operated	358588		
1029	1F0F4F58CDB18856	GMCN	GMCN	Ford	E450	Eborado	Aerotech	2016	2016	10 - Medium-size, light-duty buses, including "outaway" vehicles, 25' - 35'	Replacement		10/13/2016	Gas	25		18	2	219	166200	GR0606	F7040017-005	10/13/2016		FALSE									1	\$72,686.00	\$58,149.00	\$7,268.60	\$7,268.60	Adequate	3	\$100,000.00	100000	-16203	5	10/13/2020	(CU) Cutaway	LEAF	Leased or Borrowed from Related Parties by a Public Agency	MB DO	353708			
1085	1F0F4F58CDB18856	GMCN	GMCN	Ford	E450	Eborado	Aerotech	2016	2016	10 - Medium-size, light-duty buses, including "outaway" vehicles, 25' - 35'	Replacement	1F0F4F58CDB18856	8/22/2016	Gas	22		18	2	206	134311	GR0606	F7040017-005	8/22/2016		FALSE									2	\$72,755.26	\$58,204.20	\$7,275.53	\$7,275.53	Adequate	3	\$100,000.00	100000	15679	5	8/22/2021	(CU) Cutaway	LEAF	Leased or Borrowed from Related Parties by a Public Agency	MB DO-Motor Bus Directly Operated	358589			
1080	1F0F4F58CDB18856	GMCN	GMCN	Ford	E450	Eborado	Aerotech	2016	2016	10 - Medium-size, light-duty buses, including "outaway" vehicles, 25' - 35'	Replacement	1F0F4F58CDB18856	7/5/2016	Gas	20		14	2	206	110125	GR0606	F716048-003	6/27/2016		FALSE									2	\$68,661.30	\$54,929.64	\$6,866.13	\$6,866.13	Adequate	3	\$100,000.00	100000	39675	5	7/5/2021	(CU) Cutaway	LEAF	Leased or Borrowed from Related Parties by a Public Agency	DR DO-Demand Response Directly Operated	353711			
1401	2CTW08G0G0R380005	GMCN	GMCN	Dodge	Caravan	Brian	Minivan	2019	2019	12 - Mini vans and sedans	Replacement	NM053K2D1174295	7/22/2019	Gas	16		6	2	426	50547	GR1260	F7201603-062, F7201802-062, R426-000	7/15/2019		FALSE									0	\$40,300.00	\$21,728.00	\$15,856.00	\$2,716.00	Good	4	\$35,000.00	100000	48451	4	7/22/2021	(MV) Minivan	LEAF	Leased or Borrowed from Related Parties by a Public Agency	DR DO-Demand Response Directly Operated	387197			
1400	2CTW08G0G0R380005	GMCN	GMCN	Dodge	Caravan	Brian	Minivan	2019	2019	12 - Mini vans and sedans	Expansion		7/22/2019	Gas	16		6	2	425	49823	GR1260	F7201603-062	7/15/2019		FALSE									0	\$40,300.00	\$32,240.00	\$4,030.00	\$4,030.00	Good	4	\$35,000.00	100000	50277	4	7/22/2021	(MV) Minivan	LEAF	Leased or Borrowed from Related Parties by a Public Agency	DR DO-Demand Response Directly Operated	387728			
3120	1C4G04M3M748586420	GMCN	GMCN	Chrysler	Town		Minivan	2004	2004	12 Mini vans and sedans			5/19/2015	Gas	16		5	0	321	21093			5/19/2015		FALSE								0	\$5,153.00	\$0.00	\$0.00	\$5,153.00	Poor	1	\$35,000.00	100000	-110914	4	5/19/2019	(MV) Minivan	LEAF	Leased or Borrowed from Related Parties by a Public Agency	DR DO-Demand Response Directly Operated	392674				
3129	1C4G04M3M748586420	GMCN	GMCN	Chrysler	Town		Minivan	2006	2006	12 Mini vans and sedans			7/22/2016	Gas	16		5	0	320	170873			7/22/2016		FALSE								0	\$5,461.00	\$0.00	\$0.00	\$5,461.00	Poor	1	\$35,000.00	100000	-70873	4	7/22/2021	(MV) Minivan	LEAF	Leased or Borrowed from Related Parties by a Public Agency	DR DO-Demand Response Directly Operated	392675				
3524	1A4G04M3M748586420	GMCN	GMCN	Chrysler	Town		Minivan	2007	2007	12 Mini vans and sedans			10/4/2017	Gas	16		5	0	331	166725			10/4/2017		FALSE								0	\$5,661.00	\$0.00	\$0.00	\$5,661.00	Poor	1	\$35,000.00	100000	-69725	4	10/4/2021	(MV) Minivan	LEAF	Leased or Borrowed from Related Parties by a Public Agency	DR DO-Demand Response Directly Operated	392676				
3521	1C4G04M3M748586420	GMCN	GMCN	Chrysler	Town		Minivan	2005	2005	12 Mini vans and sedans			3/8/2016	Gas	16		5	0	323	187200			3/8/2016		FALSE								0	\$5,453.00	\$0.00	\$0.00	\$5,453.00	Marginal	2	\$35,000.00	100000	-87200	4	3/8/2020	(MV) Minivan	LEAF	Leased or Borrowed from Related Parties by a Public Agency	DR DO-Demand Response Directly Operated	392675				
3523	1D4HNS18A2R318140	GMCN	GMCN	Dodge	Durango		sedan	2009	2009	12 Mini vans and sedans			11/21/2016	Gas	16		5	0	330	120971			11/21/2016		FALSE								0	\$5,361.00	\$0.00	\$0.00	\$5,361.00	Adequate	3	\$35,000.00	100000	-20971	4	11/21/2020	(MV) Minivan	LEAF	Leased or Borrowed from Related Parties by a Public Agency	DR DO-Demand Response Directly Operated	392673				
3526	2D4HNS18A2R318140	GMCN	GMCN	Chrysler	Town		Minivan	2010	2010	12 Mini vans and sedans			2/15/2018	Gas	16		5	0	601	17136			2/15/2018		FALSE								0	\$6,200.00	\$0.00	\$0.00	\$6,200.00	Adequate	3	\$35,000.00	100000	-77814	4	2/15/2022	(MV) Minivan	LEAF	Leased or Borrowed from Related Parties by a Public Agency	DR DO-Demand Response Directly Operated	392678				
3525	1C4G04M3M748586420	GMCN	GMCN	Chrysler	Town		Minivan	2011	2011	12 Mini vans and sedans			2/15/2018	Gas	16		5	0	600	85825			2/15/2018		FALSE								0	\$5,800.00	\$0.00	\$0.00	\$5,800.00	Adequate	3	\$35,000.00	100000	14175	4	2/15/2022	(MV) Minivan	LEAF	Leased or Borrowed from Related Parties by a Public Agency	DR DO-Demand Response Directly Operated	392677				
3536	1F0F4F58CDB18856	GMCN	GMCN	Ford	E550	Glial	Entourage	2018	2018	3 - Medium-size, medium-duty buses including "outaway" vehicles, 25' to 35'	Replacement		6/15/2018	Gas	33		28	2	201	81278	GR1260	F7201709-062	8/24/2018		FALSE									2	\$92,084.86	\$11,510.61	\$11,510.61	Good	4	\$175,000.00	200000	118222	7	6/15/2021	(CU) Cutaway	LEAF	Leased or Borrowed from Related Parties by a Public Agency	MB DO-Motor Bus Directly Operated	377944				
3397	1F0F4F58CDB18856	GMCN	GMCN	Ford	F550	Glial	Entourage	2019	2019	3 - Medium-size, medium-duty buses including "outaway" vehicles, 25' to 35'	Expansion																																										

Advance Transit New Hampshire Active Inventory

Fleet #	State	Year	Make	Model	Month/Year	Vin	Useful Life	Acquisition Date	Acquisition Cost	Grant #	Replacement Due	Fiscal Year	Vehicle Status	TERM Condition
					Manufacture									
1101	NH	2011	Gillig	35' Low Floor Hybrid	Mar-11	15GGB3014B1176560	12	5/5/2011	\$ 554,871.00	NH-04-0002	5/5/2023	FY23	In-Service	3
1102	NH	2011	Gillig	35' Low Floor Hybrid	Mar-11	15GGB3016B1176561	12	6/9/2011	\$ 554,871.00	NH-04-0002	6/9/2023	FY23	In-Service	3
1201	NH	2012	Gillig	35' Low Floor Hybrid	Dec-12	15GGB3012C1180088	12	1/1/2013	\$ 560,496.00	NH-04-0002	1/1/2025	FY25	In-Service	3
1404	NH	2014	Chevy	Eldorado Aerotech	Feb-14	1GB6G6BL7E1128919	6	3/3/2014	\$ 67,580.00	NH-04-0002	3/3/2020	FY20	In-Service	2
1601	NH	2016	Gillig	35' Low Floor	Dec-16	15GGB2716G1187034	12	1/10/2017	\$ 402,328.00	NH-34-0001	1/10/2029	FY29	In-Service	4
1602	NH	2016	Gillig	35' Low Floor	Dec-16	15GGB2718G1187035	12	1/10/2017	\$ 402,328.00	NH-34-0001	1/10/2029	FY29	In-Service	4
1603	NH	2016	Gillig	35' Low Floor	Dec-16	15GGB271XG1187036	12	1/10/2017	\$ 402,328.00	NH-34-0001	1/10/2029	FY29	In-Service	4
1731	NH	2017	Ford	EIDorado Aero Elite	Jul-18	1FDAF5GT6HEE36703	7	8/17/2018	\$ 107,931.92	NH-34-0003	8/27/2025	FY26	In-Service	4
1732	NH	2017	Ford	EIDorado Aero Elite	Jul-18	1FDAF5GT8HEE36704	7	7/25/2018	\$ 107,931.92	NH-34-0003	8/27/2025	FY26	In-Service	4
1751	NH	2017	Freightliner	Sprinter	Jun-17	WDPPF4CC6H9724205	6	9/26/2017	\$ 79,234.00	NH-2016-002	9/26/2023	FY24	In-Service	4
1801	NH	2018	Gillig	35' Low Floor	Apr-18	15GGB2713J3188752	12	4/12/2018	\$ 431,274.00	NH-34-0002	4/12/2030	FY30	In-Service	5
1802	NH	2018	Gillig	35' Low Floor	Apr-18	15GGB2715J3188753	12	4/16/2018	\$ 431,274.00	NH-34-0002	4/16/2030	FY30	In-Service	5
1803	NH	2018	Gillig	35' Low Floor	Apr-18	15GGB2717J3188754	12	4/16/2018	\$ 431,274.00	NH-34-0003	4/16/2030	FY30	In-Service	5
1804	NH	2018	Gillig	35' Low Floor	Apr-18	15GGB2719J3188755	12	4/19/2018	\$ 435,511.00	NH-34-0003	4/19/2030	FY30	In-Service	5
1805	NH	2018	Gillig	35' Low Floor	Apr-18	15GGB2710J3188756	12	4/18/2018	\$ 435,511.00	NH-34-0006	4/18/2030	FY30	In-Service	5
1914	NH	2019	Gillig	30' Low Floor	May-19	15GGE2710K3093512	12	5/13/2019	\$ 437,158.00	NH-2017-007	5/13/2031	FY31	In-Service	5
1915	NH	2019	Gillig	30' Low Floor	May-19	15GGE2712K3093513	12	5/24/2019	\$ 437,158.00	NH-2017-007	5/24/2031	FY31	In-Service	5
1916	NH	2019	Gillig	30' Low Floor	May-19	15GGE2714K3093514	12	5/20/2019	\$ 437,158.00	NH-34-0017	5/20/2031	FY31	In-Service	5
1917	NH	2019	Gillig	30' Low Floor	May-19	15GGE2716K3093515	12	6/7/2019	\$ 437,158.00	NH-34-0017	6/7/2031	FY31	In-Service	5
2010	NH	2020	Gillig	30' Low Floor	Nov-20	15GGE271XL3093891	12	12/8/2020	\$ 462,469.00	NH-2018-008; NH-2019-007	12/8/3032	FY33	In-Service	5
2011	NH	2020	Gillig	30' Low Floor	Nov-20	15GGE2711L3093892	12	12/8/2020	\$ 462,469.00	NH-2019-007	12/8/3032	FY33	In-Service	5
1862	NH	2018	Ford	F350 Service/Plow	Feb-18	1FDRF3BT5JEB73897	4	4/18/2018	\$ 67,111.00	NH-34-0002	4/18/2022	FY22	In-Service	4
1863	NH	2018	Ford	Escape	Jun-18	1FMCU9HD2JUC87893	4	6/22/2018	\$ 26,222.00	NH-2017-007	6/22/2022	FY22	In-Service	4

VTrans Group TAM Plan, 2018

Attachment 3, references:

https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/TAMFactSheet_2017-04-03.pdf

https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Report_No._0098.pdf

VTrans Group TAM Plan, 2018

Attachment 4 – TERM Categories and Conditions, default ULB, VTrans ULB



TERM categories.pdf



Condition
Assessment.pdf



VTrans FTA Altoona
tested ULB.pdf



FTA TAM ULB Cheat
Sheet 2016-10-26.pdf

Table 3-2 TERM Rating Scale

Condition	Rating	Description
Excellent	5.0 to 4.8	New asset; no visible defects.
Good	4.7 to 4.0	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s).
Adequate	3.9 to 3.0	Asset has reached its mid-life (condition 3.5); some moderately defective or deteriorated component(s).
Marginal	2.9 to 2.0	Asset reaching or just past the end of its use life; increasing number of defective or deteriorated component(s) and increasing maintenance needs.
Poor	1.9 to 1.0	Asset is past its useful life and is in need of immediate repair or replacement may have critically damaged component(s).

Note that your TAM Plan covers all revenue and non-revenue vehicles and facilities acquired with or without FTA funds. In addition to assets you own, the asset portfolio captures leased assets and assets operated under contract as well as all assets that would be included in the program of projects that is contained in your metropolitan area's Transportation Improvement Program (TIP) or State Transportation Improvement Program (STIP).

Although there is no set requirement for what level of information should be included in your asset portfolio, it should contain sufficient data on the numbers and types of assets you own, including vehicle type, year of manufacture, mileage, and replacement cost (if available) to inform future decisions. Circular 5010, Chapter IV calls for the following equipment record information items to be maintained by Federally Assisted Property:

- Description of asset
- Identification number of serial number
- Entity or individual that holds title to asset
- Source of funding (FAIN number under which procured)
- Acquisition date
- Cost of asset
- Percentage of federal participation in cost
- Location
- Use and condition
- Useful life
- Disposition data, including date of disposal and sale price, or, where applicable, method used to determine its fair market value

Key Questions to Consider

- *How will condition be determined for each asset class?*
- *What condition are your assets in to run the services required?*
- *How does the actual asset condition compare to your condition target?*

3.1.4 Condition Assessment

The condition assessment is a systematic process of inspecting and evaluating the visual and/or measured condition of your assets. A well-established condition assessment process can help predict failure, identify unacceptable safety risks, initiate an evaluation of their root causes, and integrate directly with proactive planning for the investments required to maintain good performance on your most critical assets. As noted in FTA's 2012 *Asset Management Guide*, condition assessment data can be used to support asset management-related decision-making activities, including capital programming, performance modeling, and day-to-day maintenance.

There is not a prescribed methodology or approach for conducting condition assessments for your buses, equipment, and/or facilities. The only requirement is for your condition assessment and resultant rating to be sufficiently detailed to monitor performance and plan capital investments appropriately. Condition

SECTION 3: TRANSIT ASSET MANAGEMENT PLANS

assessments should be conducted at the individual asset or asset class level. (See Figure 3-3 for an example of a vehicle and component condition rating.)

No.	System	Description of Subsystem Evaluated	2016	2015
1	Engine	Available compression tests, oil usage, oil analysis and noise	5	6
2	Drive-Train	Transmission and rear-end based fluid analysis, shift quality, fluid leaks and noises	10	7
3	Electrical	Lights, switches, gauges, electrical mechanisms, front to back wiring	8	7
4	Suspension/Steering	Springs, shocks, struts, steering wheel "play"	7	7
5	A/C, Heating	Cooling and heating throughout vehicle	8	7
6	Structure	Extent of cracks and rust in frame and structure	7	7
7	Body Interior	Condition of floor, windows, seats, side and modesty panels	6	7
8	Body Exterior	Extent of cracks, dents, and rust	6	6
9	Wheelchair Safety	Ability to load and unload passengers safely	8	6
10	Safety Systems	Bracking system, emergency brake, emergency exit windows and doors	8	8
Vehicle Condition Score			73	68

Vehicle Condition Worksheet - Subsystem Rating Guide		
Score	Rating	Description
10	Excellent	Brand new, no major problems exist, only routine PM required
7-9	Good	Elements are in good working order, require on nominal or infrequent minor repairs (More than 6 months between minor repairs)
4-6	Moderate	Requires frequent minor repairs (<6 months between) or infrequent major repairs (>6 months between)
1-3	Poor	Requires frequent major repairs (<6 months between)
0	--	In such poor condition that continued use presents potential problems

Vehicle Condition Scoring Guide	
Score	Rating
80-100	Excellent
61-80	Good
41-60	Moderate
21-40	Poor
<=20	Unusable/Inoperable

Figure 3-3 Example of Vehicle and Component Condition Rating

As an initial step to developing your condition assessment process, it is recommended that you set a condition target for your asset classes. For the condition assessment, your assets are rated against these condition targets. For example, condition targets can be age, mileage (for revenue or support vehicles), or simply Pass/Fail.

These targets are usually set as standards, which can be derived from laws, equipment manufacturer's recommendations, or industry standards. They serve as indicators of the structural and functional condition of your assets, which relate to their ability to support your level-of-service objectives, and should reflect your local experience with assets. A streamlined approach may involve condition targets aligned with SGR performance targets you set and report on annually.

SECTION 3: TRANSIT ASSET MANAGEMENT PLANS

For each condition target, it often is helpful to establish a minimum tolerable condition of the asset. This refers to a minimum threshold below which a measured condition would result in a mandatory action to remedy the situation, which may lead to identifying and prioritizing your capital investment needs over the horizon of the TAM plan.

This element of the TAM Plan also outlines your data collection procedures for the condition assessment. Selection of an asset class condition inspection approach depends on the costs and risk factors associated with that asset. For example, in many cases, only a sampling of the asset class needs to be inspected. The size of the sample and frequency of inspection and data collection should be directly related to the level of risk associated with the asset. Additionally, the inspection and measurement approach considers industry practice and how the information will be used.

Rolling Stock and Facilities Condition Measures

A key element of the “age” performance measure for rolling stock and equipment is the ULB, the period during which a capital asset can reasonably be expected to be used reliably in your operating environment. It is important to note that this does not automatically equate to FTA’s useful life guidelines found in the Grants Administration Circular. Rather, the ULB should take into account such factors as geography, service frequency, passenger loads, and your historical experience with specific vehicle types. The ULB can be expressed as years, mileage, or other factors that you deem appropriate for your system.

For facilities, condition often is measured using FTA’s Transit Economics Requirements Model (TERM) Scale, as shown in Table 3-2. TERM does not apply only to facilities and is an analysis tool designed to provide an assessment of the current physical conditions of existing transit assets based on the asset type, age, maintenance history, and past utilization (e.g., life-to-date miles for a transit vehicle).

Table 3-2 *TERM Rating Scale*

Condition	Rating	Description
Excellent	5.0 to 4.8	New asset; no visible defects.
Good	4.7 to 4.0	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s).
Adequate	3.9 to 3.0	Asset has reached its mid-life (condition 3.5); some moderately defective or deteriorated component(s).
Marginal	2.9 to 2.0	Asset reaching or just past the end of its use life; increasing number of defective or deteriorated component(s) and increasing maintenance needs.
Poor	1.9 to 1.0	Asset is past its useful life and is in need of immediate repair or replacement may have critically damaged component(s).

Key Questions to Consider

- *What is your approach to managing your assets?*
- *What risks to your assets or your agency exist? What are the impacts and what mitigation measures are needed or are already being implemented?*
- *What is done to the assets and when? How is this determined; what process or tool is used to support these decisions regarding key asset management activities?*

The condition assessment will produce a condition rating for your assets and should be assessed against the target set for the asset class. If a gap exists between the target and condition of your assets, activities and strategies required to bring your assets to the targeted condition should then be identified through the following sections of your plan.

3.1.5 Management Approach

Your management approach considers the strategies, requirements, processes, and activities needed over the course of the life of your assets—from design/ procurement, operation, maintenance, and rehabilitation to replacement and disposal. Your TAM Plan may incorporate or reference already-existing documents to complete this section, such as Fleet Management Plans, Facility Management Plans, maintenance manuals, etc.

- **Design/Procurement.** The TAM Plan covers the activities related to vehicle, equipment, and/or facility acquisition, including all applicable approvals by the state DOT and/or other designated recipient.
- **Maintenance.** The TAM Plan identifies the maintenance and inspection activities and a corresponding schedule (see Table 3-3 for example). This is based on the manufacturer’s requirements/recommendations or regulations and, in more advanced cases, appropriate analysis of the deterioration, unit costs, failure mode, performance, condition, safety and operational risks, obsolescence (of equipment, people and materials), and failure consequences of the asset. It also considers operational, access, and financial constraints in developing the maintenance, inspection, renewal, and improvement strategies. When onboarding new assets, the initial inspection and recording into the asset management system is a critical step that can set the example for consistency going forward for other assets.

Table 3-3
Example
Bus Preventive
Maintenance Schedule

Inspection Type	Activity Description	Frequency
A	Air system/break components, exhaust system, frame and underbody, fuel system, steering suspension, engine oil/filter change, heating and air conditioning, WMA assurance	12,000 miles
B	Type A inspection activities + wheels, fasteners, autolube system, transmission oil and filter change, disc brake pads/linings, batteries and charging system, cooling system, driveline, engine transmission and ABS control units	6 months
C	Type B inspection activities + additional activities under categories above (e.g., engine air filter is replaced in Type C, but only inspected in Type B)	12 months
D	Type C inspection activities + additional activities under categories above (e.g., transmission, drain plug torque, replace power steering filter, etc.)	24 months

(2) FTA Minimum Useful Life Policy for Rolling Stock and Ferries. The useful life of rolling stock and ferries begins on the date the vehicle is placed in revenue service and continues until it is removed from revenue service. The minimum useful life in years refers to total time in transit revenue service, not time spent stockpiled or otherwise unavailable for regular transit use. The minimum useful life in miles refers to total miles in transit revenue service. Non-revenue miles and periods of extended removal from service do not count towards useful life. Changes in operating circumstances, including unforeseen difficulty maintaining vehicles,

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higher cost of fuel, and changes in local law limiting where vehicles can be operated do not excuse minimum useful life requirements.

Recipients of federal assistance need to specify the expected minimum useful life in invitations for bids when acquiring new vehicles. Minimum useful life is determined by years of service or accumulation of miles whichever comes first, by asset type as follows:

(a) Buses:

1 Large, heavy-duty transit buses including over-the-road buses (approximately 35' – 40' or larger including articulated buses):

At least 12 years of service or an accumulation of at least 500,000 miles.

2 Small size, heavy-duty transit buses:

At least 10 years or an accumulation of at least 350,000 miles.

3 Medium-size, medium-duty transit buses:

At least seven years or an accumulation of at least 200,000 miles.

4 Medium-size, light-duty transit buses:

At least five years or an accumulation of at least 150,000 miles.

(b) Light Duty Vehicles:

Other light-duty vehicles used as equipment and to transport passengers (revenue service), such as regular and specialized vans, sedans, and light-duty buses including all bus models exempt from testing in the current 49 CFR part 665:

At least four years or an accumulation of at least 100,000 miles.

(c) Trolleys:

The term “trolley” is often applied to a wide variety of vehicles. Thus, the useful life depends on the type of trolley. FTA classifies trolleys and the suggested useful life as described below. For disposition actions, FTA will use the following minimum useful life determinations:

1 A fixed guideway steel-wheeled “trolley” (streetcar or other light rail vehicle): At least 25 years,

2 A fixed guideway electric trolley-bus with rubber tires obtaining power from overhead catenary: At least 15 years, and

Page IV-26 FTA C 5010.1E

3 Simulated trolleys, with rubber tires and internal combustion engine (often termed “trolley-replica buses”). Please refer to bus useful life criteria above.

(d) Rail Vehicles. At time of application, the recipient may propose an alternative useful life to be reviewed by FTA. A recipient that regularly measures lifespan by hours of operations, or by any other measure, may develop an appropriate methodology for converting its system to years of service. The reasonableness of such methodologies will be subject to examination, particularly if the recipient proposes to retire a rail vehicle before reaching FTA’s useful life. At least 25 years.

(e) Ferries. The useful life of a ferry depends on several factors, including the type and use of the ferry. FTA recommends using one of the methods outlined in Chapter IV, subsection 4.f.(1) above or offers the following suggested minimum service lives:

1 Passenger ferries: At least 25 years,

2 Other ferries (without overhaul): At least 30 years, and

3 Other ferries (with overhaul): At least 60 years.

(f) Facilities. Determining the useful life of a facility must take into consideration such factors as the type of construction, nature of the equipment used, historical usage patterns, and technological developments. Based on any of the methods identified above in Chapter IV, Paragraph 4.f(1), a railroad or highway structure has a minimum useful life of 50 years, and most other buildings and facilities (concrete, steel, and frame construction) have a useful life of 40 years.

g. Rolling Stock Rebuilding Policies. FTA laws, regulations, policies, and procedures permit the use of capital assistance for vehicle rebuilding programs that meet the vehicle requirements in the Federal Motor Carrier Vehicle Safety Standards, 49 CFR part 571, and Americans with Disabilities Act Accessibility Specifications for Transportation, 49 CFR part 38. Requirements are summarized below:

(1) Buses to be rebuilt must be at the end of their minimum useful life and in need of major structural and/or mechanical rebuilding. The age of the bus to be rebuilt is its years of service at the time the rebuilding begins. The eligibility of this major capital bus rebuild work is in addition to the eligibility of vehicle overhauls as described in Chapter IV, subsection 4.h, “Rolling Stock Overhauls,” below. Recipients should contact the regional or metropolitan office to determine the extent to which the useful life of the bus is affected by the rebuild. The minimum extension of useful life is four years, or miles equivalent to four years.

With prior approval, FTA may permit the recipient to rebuild a vehicle that has not yet met its minimum useful life. In such circumstances, the minimum useful life of FTA C 5010.1E Page IV-27

the rebuilt vehicle is the remaining useful life of the vehicle at time of rebuild plus four years, or miles equivalent to four years (*e.g.*, for a 12-year bus rebuilt at 11 years, the remaining useful life would be 5 years). (2) Railcars to be rebuilt must have reached the end of their minimum useful life (end-of-life rebuild). The minimum extension of useful life is 10 years. The eligibility of this major capital rail rebuild work is in addition to the eligibility for vehicle overhauls as described below in Chapter IV, subsection 4.h, "Rolling Stock Overhauls."

With prior approval, FTA may permit the recipient to rebuild a railcar that has not yet met minimum useful life. In such circumstances, the minimum useful life of the rebuilt railcar is the remaining useful life in the railcar at time of rebuild plus ten years (*e.g.*, for a 25-year railcar rebuilt at 24 years, the remaining useful life would be 11 years).

Depending upon the extent of rebuilding planned, the rebuild may be subject to the Americans with Disabilities Act (ADA) requirements.

h. Rolling Stock Overhauls. Rolling stock overhauls are an eligible capital expense as preventive maintenance. This eligibility for capital assistance applies also to rolling stock that has been leased or acquired by a contractor, and to contracted service. Overhauls are usually done to make sure rolling stock reaches its useful life. Overhaul does not extend the useful life of rolling stock. This eligibility is in addition to eligibility of rebuilding specifically discussed above in Chapter IV, subsection 4.g. For rolling stock to be overhauled, it must have accumulated at least 40 percent of its useful life.

i. Rolling Stock Repowering. Rolling stock repowering involves replacing a vehicle's propulsion system with a propulsion system of a different type (*e.g.*, replacing a diesel engine with an electric battery propulsion system). Rolling stock repowering is permitted for buses that have met at least 40 percent of their useful life in which case it must be designed to permit the bus to meet its useful life requirements or as part of a rebuild in which case it must extend the useful life by at least 4 years, or an additional 125,000 miles.

j. Previously-Owned Vehicles (Including Remanufactured Vehicles). Previously-owned and remanufactured vehicles must meet the following requirements:

(1) Procurement. The recipient must identify in their procurement their intent to purchase previously-owned and/or remanufactured vehicles. As part of the bid or proposal the recipient must obtain certification and documentation ascertaining that applicable Bus Testing and Buy America requirements have been met by the original owner or remanufacturer.

(2) Useful Life. The grant application and procurement of a previously-owned vehicle must identify the applicable useful life for the vehicle.

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(3) Bus Testing. The original vehicles must have met the Bus Testing Requirements in place at the time of acquisition by the original owner.

(4) Buy America. The original vehicles must have met the Buy America requirements in place at the time of acquisition by the original owner. Remanufactured vehicles must meet the applicable Buy America requirements for rolling stock for all new components and subcomponents added or replaced on the vehicle.

(5) DBE Requirements. When a remanufacturer responds to a solicitation for new, or remanufactured vehicles, with a vehicle that has post-production alterations or retro-fitting to provide a “like new” vehicle, the remanufacturer is considered a transit vehicle manufacturer and must comply with the DOT DBE regulations.



FEDERAL TRANSIT ADMINISTRATION

Default Useful Life Benchmark (ULB) Cheat Sheet

Source: 2017 Asset Inventory Module Reporting Manual, Page 53

Transit Agencies will report the age of all vehicles to the National Transit Database. FTA will track the performance of revenue vehicles (Rolling Stock) and service vehicles (Equipment), by asset class, by calculating the percentage of vehicles that have met or exceeded the useful life benchmark (ULB).

FTA has set a default ULB as the expected service years for each vehicle class in the table below. ULB is the average age-based equivalent of a 2.5 rating on the FTA Transit Economic Requirements Model (TERM) scale. Transit agencies can adjust their Useful Life Benchmarks with approval from FTA.

Vehicle Type	Default ULB (in years)
AB Articulated bus	14
AG Automated guideway vehicle	31
AO Automobile	8
BR Over-the-road bus	14
BU Bus	14
CC Cable car	112
CU Cutaway bus	10
DB Double decked bus	14
FB Ferryboat	42
HR Heavy rail passenger car	31
IP Inclined plane vehicle	56
LR Light rail vehicle	31
MB Minibus	10
MO Monorail vehicle	31
MV Minivan	8
Other rubber tire vehicles	14
RL Commuter rail locomotive	39
RP Commuter rail passenger coach	39
RS Commuter rail self-propelled passenger car	39
RT Rubber-tired vintage trolley	14
SB School bus	14
Steel wheel vehicles	25
SR Streetcar	31
SV Sport utility vehicle	8
TB Trolleybus	13
TR Aerial tramway	12
VN Van	8
VT Vintage trolley	58



FEDERAL TRANSIT ADMINISTRATION

VTrans Group TAM Plan, 2018

[Attachment 5 – NTD Report](#)



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Agency of Transportation
Public Transit
[802-461-5310]
[802-479-4405]

National Transit Database Narrative Report (Transit Asset Management Plan)

Note: VTrans is in the early stages of updating its Transit Asset Management Plan and intends to have a new one in place by September 2022. The narrative for the FY22 report will reflect this new TAMP.

Agency Information

Vermont Agency of Transportation, 1393, Ross.MacDonald@vermont.gov 802-522-7120, Ross MacDonald, Daniel Currier and Tim Bradshaw, SFY2020, 1/25/2021

Useful Life Benchmark – Revenue Vehicles

What targets did your agency set? No more than 20% of vehicles beyond their useful life in less than good condition.

How did your agency calculate these targets? During our TAMP update in 2018.

How has your agency made progress toward its targets? Progress toward the goal is ongoing. Vermont Agency of Transportation makes extensive use of its ability to flex FHWA funds into the FTA transit program to keep its fleet in a state of good repair. Our current inventory indicates that 35% of our fleet is at or past one of our agency ULB goals, though 10 vehicles (about 4%) just passed the ULB during FY2021.

What challenges face your agency in making progress toward the targets? Availability of funds and the goals of the Governor and VTrans management as well as the goals in statute.

Useful Life Benchmark – Non-Revenue Vehicles

What targets did your agency set? No more than 20% of vehicles beyond their useful life in less than good condition.



How did your agency calculate these targets? [During our TAMP update in 2018.](#)

How has your agency made progress toward its targets? [Progress toward the goal is ongoing. Vermont Agency of Transportation makes extensive use of its ability to flex FHWA funds into the FTA transit program to keep its fleet in a state of good repair. Our current inventory indicates that 54% of our fleet is at or past one of our agency ULB goals. Several vehicles just passed the ULB age during FY2021, degrading our performance.](#)

What challenges face your agency in making progress toward the targets? [Availability of funds and the goals of the Governor and VTrans management as well as the goals in statute.](#)

Facilities - Condition

What targets did your agency set? [No more than 20% of facilities beyond their useful life and in less than good condition.](#)

How did your agency calculate these targets? [During our TAMP update in 2018.](#)

How has your agency made progress toward its targets? [Progress toward the goal is ongoing. Currently, just 9% of administrative/maintenance facilities are rated below 3 on the condition scale. Vermont Agency of Transportation makes extensive use of its ability to flex FHWA funds into the FTA transit program to keep its fleet in a state of good repair. All Facilities currently meet our ULB goals.](#)

What challenges face your agency in making progress toward the targets? [Availability of funds and the goals of the Governor and VTrans management as well as the goals in statute.](#)

Infrastructure – Performance Restrictions

What targets did your agency set? [N/A](#)

How did your agency calculate these targets? [N/A](#)

How has your agency made progress toward its targets? [N/A](#)



What challenges face your agency in making progress toward the targets? N/A

What are extenuating circumstances that impact your agency's transit asset management?

Vermont's harsh conditions impacts the overall condition of the vehicle fleet and can impact a provider's ability to maintain that vehicle to meet all its ULB. Our ULB thresholds are generally lower than industry defaults, especially for cutaway buses and vans. Nevertheless, operators who run these vehicles all winter, facing the constant impacts of brine and road salt, sometimes are unable to meet these benchmarks.



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Reporter Name	Vermont Agency of Transportation
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Transit Asset Management Performance Measure Targets (A-90)

1) Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark

Performance Measure	2021 Target (%)	2021 Performance (%)	2021 Difference	2022 Target (%)
AB - Articulated Bus	N/A			N/A
AO - Automobile	80.00	100.00	-20.00	20.00
BR - Over-the-road Bus	20.00	25.00	-5.00	20.00
BU - Bus	20.00	3.92	16.08	20.00
CU - Cutaway	20.00	37.99	-17.99	20.00
DB - Double Decker Bus	N/A			N/A
MV - Minivan	20.00	75.00	-55.00	20.00
OR - Other	N/A			N/A
SB - School Bus	N/A			N/A
SV - Sports Utility Vehicle	N/A			N/A
VN - Van	20.00	66.67	-46.67	20.00

2) Equipment - Percent of service vehicles that have met or exceeded their useful life benchmark

Performance Measure	2021 Target (%)	2021 Performance (%)	2021 Difference	2022 Target (%)
Automobiles	20.00	16.67	3.33	20.00
Trucks and other Rubber Tire Vehicles	20.00	16.67	3.33	20.00
Steel Wheel Vehicles	N/A			N/A

3) Facility - Percent of facilities rated below 3 on the condition scale

Performance Measure	2021 Target (%)	2021 Performance (%)	2021 Difference	2022 Target (%)
Passenger / Parking Facilities	N/A			N/A
Administrative / Maintenance Facilities	20.00	9.09	10.91	20.00